



To the Right Honourable *Thomas Lord Osborne, Viscount Latimer, Lord High Treasurer of England.*

Reasons humbly offered to Consideration for the Erecting of several Light-Houses upon the North-Coast of England, for the security and increase of Navigation &c. viz.

1. *A double Light-house at St. Nicho. Gat.*
2. *A Light-house upon the Stagger-land at Cromer.*
3. *A Light-house upon Flambro-head.*
4. *A Light-house upon Fern-Island.*

1.  Concerning the double Light-house at *St. Nicholas Gat*, It will be a certain guide to all Ships and Vessels, to run into, and out of *Tarmouth-Road*, at all times in the night. *Mariners own Information*

2.  As to a Light upon *Stagger-land* at *Cromer*, The length will be thereby directed, between it and *Flambro-head* Sailing Southward; and also prevent the danger of falling foul on *Hasbrough-sand*, and the *Lemmon and Oar*. *Idem.*

3. For the *Flambro-head-light*, It will avoid the danger of Ships running upon *Flambro-head*, Steering Northwards in the night where there is no true Sounding for keeping clear thereof; thereby occasioning the haeling off of Ships and Vessels far off to Sea, and when Landerly-winds happen thereupon, it often proves the loss of a voyage: Moreover it will be a great help to the East-Country Traders falling in with the said Head-Land in the night. *Idem.*

4. Touching a Light upon *Fern-Island*, Experience hath inform'd the necessity thereof, to prevent both light and loaden Ships, from falling foul upon the Staples, (otherwise called *Fern-Islands*) which by reason of Strefs of weather, are oftentimes driven Northwards from *Newcastle* and *Sunderland* and other places on the Coast, as not daring to adventure over *Tynmouth* or *Sunderland-barrs* for Harbour, either for want of water, or danger by reason of the Breakers upon the said Bars. *Idem.*

OBSERVATIONS.

1. In respect to Masters and Owners of Ships, &c.

That the Loss of a Ship, light or Loaden, by the want of such Lights is great, both as to the Master and Owners; Whereas the payment of so small a charge for maintaining Lights to preserve such Ships is inconsiderable. Besides the loss of Masters and Seamen's lives, which is much greater than the loss of Ships and Goods. *Self evident.*

The said Lights will also be a great encouragement to the increase of Seamen (whereof the Coal-Trade is the chief Nursery of this Kingdom) for that divers will imbrace going to Sea when the Coast by the Light-Houses is made more safe for Navigation, those Seas being found much more dangerous to Trade between *Newcastle* and *Sunderland*, to and from *London*, and other places on the Coast; than the long Voyages to the *East-Indies*, *Spain*, and the bottome of the *Straights*, &c. *Idem.*

That the encouragement to the Erecting the aforesaid Lights, received its Original from the earnest desires of most of the Masters, and divers Seamen Trading to, and from *Newcastle*, and *Sunderland* &c. to *London* and other places within this Realm &c. who accordingly have not only subscribed their names expressing the usefulness thereof, but also have freely and voluntarily promised under their hands respectively, to contribute and pay a certain allowance mentioned in the said writing, for maintaining and sustaining the same. Which as it is most equal, in regard it's onely paid proportional to each Ships burthen; so likewise it is just and generous, because voluntary and free. *Idem.*



1474. d. 26

(1-17)

To the Right Honourable *Thomas Lord Osborne, Viscount Latimer, Lord High Treasurer of England.*

Reasons humbly offered to Consideration for the Erecting of several Light-Houses upon the North-Coast of England, for the security and increase of Navigation &c. viz.

1. *A double Light-house at St. Nicho. Gat.*
2. *A Light-house upon the Stagger-land at Cromer.*
3. *A Light-house upon Flambro-head.*
4. *A Light-house upon Fern-Island.*

1.  Concerning the double Light-house at *St. Nicholas Gat*, It will be a certain guide to all Ships and Vessels, to run into, and out of *Tarmouth-Road*, at all times in the night. *Mariners own Information*
2.  As to a Light upon *Stagger-land* at *Cromer*, The length will be thereby directed, between it and *Flambro-head* Sailing Southward; and also prevent the danger of falling foul on *Hafbrough-sand*, and the *Lemmon* and *Oar*. *Idem.*
3. For the *Flambro-head-light*, It will avoid the danger of Ships running upon *Flambro-head*, Steering Northwards in the night where there is no true Sounding for keeping clear thereof; thereby occasioning the haeling off of Ships and Vessels far off to Sea, and when Landerly-winds happen thereupon, it often proves the loss of a voyage: Moreover it will be a great help to the *East-Country* Traders falling in with the said Head-Land in the night. *Idem.*
4. Touching a Light upon *Fern-Island*, Experience hath inform'd the necessity thereof, to prevent both light and loaden Ships, from falling foul upon the Staples, (otherwise called *Fern-Islands*) which by reason of Strefs of weather, are oftentimes driven Northwards from *Newcastle* and *Sunderland* and other places on the Coast, as not daring to adventure over *Tynmouth* or *Sunderland-barrs* for Harbour, either for want of water, or danger by reason of the Breakers upon the said Bars. *Idem.*

OBSERVATIONS.

1. *In respect to Masters and Owners of Ships, &c.*

That the Loss of a Ship, light or Loaden, by the want of such Lights is great, both as to the Master and Owners; Whereas the payment of so small a charge for maintaining Lights to preserve such Ships is inconsiderable. Besides the loss of Masters and Seamen's lives, which is much greater than the loss of Ships and Goods. *Self evident.*

The said Lights will also be a great encouragement to the increase of Seamen (whereof the Coal-Trade is the chief Nursery of this Kingdome) for that divers will imbrace going to Sea when the Coast by the Light-Houses is made more safe for Navigation, those Seas being found much more dangerous to Trade between *Newcastle* and *Sunderland*, to and from *London*, and other places on the Coast; than the long Voyages to the *East-Indies*, *Spain*, and the bottome of the *Straights*, &c. *Idem.*

That the encouragement to the Erecting the aforesaid Lights, received its Original from the earnest desires of most of the Masters, and divers Seamen Trading to, and from *Newcastle*, and *Sunderland* &c. to *London* and other places within this Realm &c. who accordingly have not only subscribed their names expressing the usefulness thereof, but also have freely and voluntarily promised under their hands respectively, to contribute and pay a certain allowance mentioned in the said writing, for maintaining and sustaining the same. Which as it is most equal, in regard it's onely paid proportional to each Ships burthen; so likewise it is just and generous, because voluntary and free. *Idem.*

Secondly, *In respect to the increase of his MAJESTIES Revenue, the advantage to the City of London, and Town of Yarmouth.*

Demonstrates itself as to the benefit by the duty, from the increase of Vent of Coals.

The smaller sort of Colliers by the benefit of the aforesaid Lights when erected, will run all Winter between the Port of Newcastle and the other Ports within this Realm; by reason whereof the price of Coals will be alwayes kept moderate, the consumption thereby increased, and consequently his Majesties Revenue of 12 d. per Chaldron advanced at Newcastle; the like in proportion at Yarmouth, by the 12 d. per Chaldron layd by Act of Parliament on all Coals Imported from Newcastle and Sunderland into the said Port. But principally at the said City of London by the 3. shil. per Chaldron, Imposed by several Acts of Parliament for building of Churches and other publick places &c.

Thirdly, *The benefits and advantages to the Subjects in general, both Buyers and Sellers of Coals; as also for the encouragement and encrease of Shipping and Navigation.*

First, *In respect of the Coal-Owners, Sellers of Coals.*

Known to most Traders that the Coal-owners pay excessive Interest for money in Winter; from 6. to 20. per Cent. Test. Sr. R. D. &c.

Sunderland, &c. Coal-Owners will acknowledg such Contracts are yearly made.

A Winter-Trade driven to the said Port of Newcastle and Sunderland by the benefit of the said lights, the Sellers of Coals will save the charge of taking up Money at Interest, or beyond the common Interest; or selling their Coals at much under rates about the months of October and November yearly, to deliver the same at a price certain (to their great loss) in the months of February and March to carry on and maintain their winter water charges in working out Coals, without which the Coal-mines would be drowned. By reason whereof, many Coal-Owners have wrought out their Coals to Loss, and others advance it upon the Buyers and Consumers of Coals.

Secondly, *In respect of the Buyers of Coals.*

Vide the Receipts of the duty on Coals, at the Custom-House, or at the Chamber of the City of London; as to the number of Chaulders of Coals Imported to London yearly: Crimps &c. Prove this as to the different prices, and the experience of most Citizens.

Masters of the smaller Vessels will vouch this.

The City of London in peaceable times doth consume (*communibus annis*) 260000 Chalders, two thirds whereof are computed to be burnt in the winter half-year; in which time the prices usually advance 4 or 5 s. per Chaldr. and in hard Winters, 8 or 10 s. per Chaldr. or more, beyond the prices usually sold at in the Summer half-year. But admitting by concession four shillings to be the Standard of the Winter, beyond that of the Summer-price; and one moyety instead of two thirds of what is before computed to be the winter half years consumption; by reason that some of ability wanting Stowage cannot lay in their Winter-store in Summer: And the poorer sort which are numerous, likewise want Stowage and also ability to lay in their Stores aforehand, but are necessitated to buy their Coals weekly at excessive Rates. In this case the poor &c. of the City of London will be advantag'd 26000 pound per annum, by reason that the small Ships and Vessels will run all winter by the benefit of the aforesaid Lights, whereby Coals will be near as cheap in Winter as in Summer; Moreover the rest of the Ports will share in like advantage for the same reason, and the Remainder calculated for all other Ports at 33 Chaldr. London-measure, for every twenty Newcastle Chaldr. at 3 s. per Chaldr. instead of 4 s. put for the City of London, will amount to 11437 l. 10. s. which being added to the said 26000 pound, amount to the Sum of 37437 pound, 10 s. So that Objection, viz. That the paying for maintaining the aforesaid Lights, will be a burden upon his Majesties Subjects, is removed, and the contrary thereof is evident, because that for every penny that shall be paid to maintain the said Light-Houses, the Buyers will get six pence by abatement in the price of Coals.

Thirdly, *In Respect of Shipping and Navigation.*

Vide the Books of the Receipts of the 12 d. per Chalder, at Newcastle, and the Sunderland Coast-Book, for proof of the number of Chaulders Exported from thence yearly.

Quere the Masters of such Vessels as to number of men.

It may be demonstrated, That there are yearly fetch'd from the Port of Newcastle and Sunderland, for Inland Consumption, 250000 great Chalders of Coals; and admitting they were all fetch'd in Ships and Vessels of 60, 70, and 80 Tuns, But taking 70 for the calculate (which is yet too big for the Trade of Sunderland) and accounting two Tuns for the Chaldr. make 35 great Chaldr. which being brought in Ketches and other like Vessels for burden, employes, 6, 7, or 8 men a Voyage; And admitting 7 men for the



the Rule, and that they make eight Voyages to *London* in the year, which is as much as the *Ipswich* and other great Ships usually make to *London* annually; It will give breeding of, and employment to, 6250 Seamen: (and for maintaining of their Families) on the other hand, supposing the aforesaid quantity of Coals were fetch'd from the said Ports in Ships that Load 200 Chaldr. each great measure; and these Ships make eight Voyages *per annum* as aforesaid, and each to be Navigated with 17 men, doth only breed and employ 2652 Seamen, the difference whereof is 3598 Seamen less (and so many Families unmaintained) which last number will Man nine Men of War of the 3 d. Rate as to Marriners.

Vide the Coast-Books London, as to the number of Voyages made thither yearly. prove this.

Quere the Masters of Colliers and the Crimps for the number of men of the great Ships, whereof about one third part of them are Hedgers and Ditchers in Winter.

To answer the Objection, That in case these Lights be permitted to be set up, the *Ipswich* and such like Ships must be layd by; by reason that smaller Vessels will run Winter and Summer, and supply all Markets, so as that the said *Ipswich* Ships will drive a Summer-Trade to Loss, and also will discourage the Building of great Ships for His Majesties Service, to make Men of War in time of War:

Its answered, That it is well known, the *Ipswich* and like great Colliers, go not to *Newcastle* to fetch Coals, before the month of *March* yearly; or continue longer than the month of *September* yearly, leaving thereby the poor of the City of *London* &c. to the mercy of the *Wood-mongers* all winter; unless it be the last Voyage they make in the year, they carry home their Ships into *Harwich* and other places thereabouts, and send them up by 4 or 5 Ships at a time to *London-Market* in depth of Winter, when the price of Coals rules high. Nor indeed can the great Ships drive a winterly-Trade to *Newcastle* as the smaller Ships and Vessels can, in regard they have but two Harbours to friend, between *London* and *Newcastle*, viz. *Humber* and *Harwich*; whereas the smaller Ships or Vessels have twenty places of security in case of storms or foul weather, between the said Ports. viz.

Vide the Customs-house Books at London and Newcastle, how many months they Trade in a year.

The London Crimps and Customs-house Coast Books prove this, and many other mens experiences.

1 <i>Stockton.</i>	5 <i>Bridlington.</i>	9 <i>Wisbich.</i>	13 <i>Wells.</i>	17 <i>Woodbridg.</i>
2 <i>Hartlepool.</i>	6 <i>Humber.</i>	10 <i>Lynn R.</i>	14 <i>Tarmouth.</i>	18 <i>Harwich.</i>
3 <i>Whitby.</i>	7 <i>Wainefleet.</i>	11 <i>Burnham.</i>	15 <i>Southwold-Haven.</i>	19 <i>Colchester.</i>
4 <i>Scarborough.</i>	8 <i>Boston.</i>	12 <i>Blackney.</i>	16 <i>Aldbrough-Haven.</i>	20 <i>Malden.</i>

The Map evinces the number of Ports and places for small Vessels to secure themselves in.

Nor can the great Colliers get over *Tynmouth* Barrs Loaden, but only in Spring-Tides, and if then they want a fair wind, must lye til the next Spring-Tyde; whereas the smaller Ships or Vessels can go or turn out to Sea Loaden every Tyde, and do frequently make a Voyage, supply the Markets; and upon their return find the said great Colliers still in Harbour, either for want of wind or water to get over the said Barr: Also by reason of the said great Colliers their large draught of water, very many of them have been Cast away at *Winterton-Ness*, which hath so shallowed the Channel there, that in case more be cast away for time to come, which cannot be denied but it will so happen; will in short time force the great Ships to go without all the Sands, and thereby make few Voyages, and expose the City of *London* to the want of Coals, unless encouragement be given to the smaller Vessels to run all the year by the benefit of the said Lights. Nor need the *Ipswich* men lay by their Ships of necessity as is alledged, in case the said Light houses shall be erected, Forasmuch as those Ships are many of them fit to Trade to the *West-Indies*, which will breed and employ for the number of Ships more Seamen than the Coal-trade, also drive the *Norway*-trade, which hitherto hath been principally driven by strangers.

All Traders will confess, or it may be proved that the great Colliers cannot get over Tynmouth-Bar but in Spring-tides. Quere Officers of the Customs at the Shields &c.

The multitude of Ships wrecker there is too sad a truth need no proof, or the Masters of small Colliers will justify it.

Several of the great Colliers do Trade already to the West-Indies, and to Norway.

Secondly, In reference to the great Colliers being made Men of War, for His Majesties Service:

Its answered, that they are improper in their Built for Men of War, being built Roomy, onely for burden; and it would cost great charge and expence to make them fit and convenient to any degree, for Men of War; and when all that is done, the biggest Collier will not equallize a Fourth-Rate-Friggat: which in the time of Queen *Elizabeth* might have been some argument, but in this age is out of doors; by reason the Allies and Enemies abroad build greater Men of War than ever were heard of in former Ages.

Let the Kings Carpenters judg of the Built.

Experience informs this as to Men of War, being bigger built than formerly.

To answer that Objection, that the greater Ships can afford to sell their Coals cheaper than the smaller Ships can.

Its answered, First, that its denied in matter of Fact, that they do so practise.

Crimps of London &c. can prove this as to Sales.

Common Reason agrees this.

Idem.

Crimps of London &c. can prove this, as also the fitters at Newcastle.

Idem.

Idem.

Idem.

Crimps of London can prove this.

This needs not be prov'd; for it will not be denied.

Vide the Subscriptions; and Quare those that took their names: who have deposed, they were voluntary and free, and the number of Masters, Mates and Seamen, are about 2000 that subscribed.

Majority in forty instances, that might be given, prove this.

Last Stat. Book, pag. 1437.

Nothing but a Winter-Trade can be a remedy.

Woodmongers of London or some of them great Owners of Ipswich Ships, and other the great Ships.

2. Though they should do so for a time, with design to destroy the use of smaller Vessels, yet if these smaller Vessels should not continue Trade along with them, or be destroyed by such practice of under-selling them, the great Ships would afterwards exact, what price they please upon the Buyer.

3. Its not to be doubted but that, if strangers may be permitted to Trade by the Coast they would serve the City of London and other places, cheaper than the English great Colliers themselves now do; But so soon as the English Navigation should be destroyed thereby, the Consumers of Coals shall afterwards pay dear for it.

4. As for the great Colliers, the Masters generally are part-Owners, for which reason its not likely that they will sell their Coals at less than the price current; or when they do, it is because they bring many bad and open Coals that will not cake, amongst the good; which the smaller Vessels do not, but generally bring the best caking-coals: and the generality of Masters of small Ships and Vessels are employed for salary or wages by the Voyage, and so consequently the more voyages, the more advantage to them, makes them sell as soon as they come to Market, and not lie long to advance a Market as the great Colliers use to do; and yet their light Gains by reason of the many Voyages they make yearly, more than the great Colliers, may bring their Owners more profit at the years end, than to lye for a Market with fewer Voyages.

To that Objection, That although the Masters have subscribed for the maintenance of the aforesaid Lights; yet the Owners or most of them are ignorant thereof:

Its answered, There is no Master, but that by his Authority from the Owners as Master, in all cases (in reference to Victualling, Anchors, Cables, Tackling, and otherwise for the preservation of the Ship) may oblige the Ship to pay whatsoever the said Master shall judge needful or necessary for the preservation of Ship and Goods; and such Act of the Master concludes the Owner and Ship, so long as the Reigns.

To that Objection, That none ought to pay towards maintenance of the said Lights but those who have subscribed the Instrument for erecting the said Lights:

Its answered, Four fifth-parts of the Masters, trading to Newcastle and Sunderland, have subscribed as to the usefulness of erecting the said Lights, and maintaining the same: and its only the Ipswich men, and a few Londoners, that refuse to joyn with the majority, for the Reasons before-mentioned. Now as majority of voices in Parliament &c. are conclusive, so it may be thought reasonable, that in this case the majority ought to conclude the minority; the rather, because all ships and Vessels are to pay but according to proportion by their burdens.

Lastly, the Act of Parliament 16. & 17. Car. 2. Cap. 2. intituled, The Prices and measures of Coals regulated; as also his Majesties taking away the Woodmongers Charter, by a Quo Warranto, to remedie the exactions and abuses of London and Ipswich Coal-Traders; Confederates in keeping up a high price upon Coals every Winter &c. upon the consumption, did nevertheless prove ineffectual to answer the end that was intended by His Majestie and his Parliament. But the running of the small Ships all Winter, and thereby supplying the Markets at moderate Rates, from the benefit and encouragement of the aforesaid Lights, those Exactions and abuses will be effectually remedied; and the ends intents and purposes accomplished, which were designed by his Majesty and his Parliament to destroy the said confederacy of the said Ipswich-Masters, and Woodmongers of London.

MY LORD,



Your Lordships most Obedient,

and Faithful Servant,

Richard Phrip.

The Lady Carmarthens Booke.

2

I do Appoint Thomas Pugh, Thomas
Cockerill, and Benjamin Allop, to Print this
Narrative, and that no other Print the same.

TITUS OATES.

Decemb. 2. 1699.
